

First Settlers Region • Porsche Club of America

Horizontally Opposed

January • February 2010

1958 LeMans



This car, number 34, was 10th overall at the 1958 LeMans, and 3rd in the 1500 CC class. A Porsche 550A RS, it was driven by Jean Kerguen and Jacques Dewez. They went 254 laps. Notice the skinny tires and the access to the car by the public.

Thanks to Ed Merry and Don Kinkade
for submitting this photo and information.

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From the President

Dave Conklin



The New Year is upon us and I hope that everyone had a fantastic holiday season. Thank you to those members who expressed their confidence in our leadership and voted in our election. The board will be meeting in January to finalize the event schedule for 2010. We are working on different types of events than we've held in prior years. Once we publish the event schedule, I ask that you look to see where you can assist us and email or call me.

In addition to FSR events, we will publish key events from other regions that may be of interest to you. They provide great opportunities to experience how other regions run their events but more importantly, a great opportunity to meet and make new friends. This is especially true at the PCA Parade scheduled for this summer.

If you have any ideas for an event that you would like to have, please contact any of the board members and let them know. We are here to provide the events that you want.

2010 Election Results

The Nominating and Election Committee reports that 37 ballots were cast in our 2010 election. As all positions were running un-opposed, it should come as no surprise that all individuals were re-elected! Congratulations to the winners and thanks to both the Committee and the Board for giving your time to our club.

Membership

Kevin Pirkle

Hi, everyone! You might remember that a few months ago, I asked everyone to update their vehicle and personal information on the National PCA website so I'd have the most up-to-date data possible. Well, a big "Thank You" to everyone who did so. I thought you might enjoy learning about the cars that make up our FSR membership: the numbers of Porsches below reflect the cars on the FSR database registered with the National PCA website, a total of 518. Keep in mind that many of our members own multiple Porsches, and not all of them are included below. Our region is comprised of cars from 1954 through the present, and approximately 1 in 5 (19.7%) are still under factory warranty! Regardless, there is plenty below to keep us all intrigued. Enjoy, and Happy Motoring!

By Major Model

356 - 16 (3.1%)
911 - 118 (22.7%)
912 - 8 (1.5%)
914 - 14 (2.7%)
924 - 7 (1.3%)
928 - 5 (1.0%)
930 - 12 (2.3%)
944 - 36 (6.9%)
951 - 5 (1.0%)
964 Series 911 - 21 (4.0%)
968 - 4 (0.8%)
986 Series Boxster - 51 (9.8%)
987 Series Boxster - 20 (3.9%)
Cayman - 34 (6.6%)
993 Series 911 - 36 (6.9%)
996 Series 911 - 60 (11.6%)
997 Series 911 - 59 (11.4%)
Cayenne - 12 (2.3%)
Panamera - Gotta get some!

By Year

< 1956 - 2 (0.4%)*
1956 to 1960 - 5 (1.0%)
1961 to 1965 - 10 (1.9%)
1966 to 1970 - 19 (3.7%)
1971 to 1975 - 30 (5.8%)
1976 to 1980 - 40 (7.7%)
1981 to 1985 - 48 (9.2%)
1986 to 1990 - 77 (14.8%)
1991 to 1995 - 28 (5.4%)
1996 to 2000 - 61 (11.8%)
2001 to 2005 - 96 (18.5%)
2006 or newer - 102 (19.7%)

*The oldest registered Porsche in FSR is a 1954 model 356.

Merry Memories Again

Ed Merry

In early September 2009, I went to visit relatives in Georgia. Being truly tired of I-95, I-85 and I-20, I decided to have some fun. Perhaps you're like me and have read about a VERY curvy road just south of the Great Smoky Mountains National Park called the Tail of the Dragon. I had read about it years ago in Road and Track and a couple of years back Porsche introduced the Boxster S using that same road. So why not drive it? Well, I drove the Tail of the Dragon twice.

The Tail of the Dragon is US 129 from the bridge crossing the Little Tennessee River in North Carolina to just east of Tallassee, Tennessee. The Tail of the Dragon is 11 miles long with 318 curves. That, my friends, is very curvy. It is very popular with bikers, both touring bikes and speed bikes. They have now added paved pullouts to let faster traffic pass and someone painted "SLO" in yellow on the pavement before the most treacherous curves.



The first run was from North to South during the early afternoon on 1 September. Lots of bikes were also on the Tail. I was driving briskly but sensibly, and tour bikes would slowly overtake me. I'd pull over and let them pass, get a friendly wave and continue. But sometimes, I'd suddenly see motorcycle head lights right in my mirror as a group of very speedy

bikers ripped past me. As I watched one especially fast group, I wondered about latent suicidal tendencies?

The second run was from South to North about 9 AM on Wednesday, 2 September. This time I was almost alone and really enjoyed the drive more. I started past the Cheoah Dam (used in the movie *The Fugitive*), and drove the Tail of the Dragon. Then I took a neat loop back to Robbinsville, NC. This included TN routes 72 and 360 – both respectably twisty – to Tellico Plains, TN. Then I took the Cherohala Skyway (TN 165 and NC 143). This is much like the Blue Ridge Parkway, spectacular views and a most enjoyable drive in the Black Pearl.

I'll probably go back and do this again. It sure was a lot more fun than I-95 from Virginia to Georgia. Too bad it is just a bit far for a First Settlers' fun run!

Porsche Parade

Dave Conklin

Parade is the "big" Porsche Club event of the year. It is our annual national convention. Parade has a potpourri of activities, and club members from all across North America come together for this once-a-year extravaganza to participate in a week of competitive events, to socialize, and to enjoy their cars. Seminars and tours add to the event's variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends they only see once a year, at Parade!

The term "Parade" evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A "parade" of Porsches through the countryside caused everyone to refer to the event as the Parade and the name has stuck. The current size of our convention makes a true parade of cars logistically difficult but we still do it when we can, and it is always a sight to see.

St. Charles, Illinois invites you to the 55th Porsche Parade at the Pheasant Run Resort from July 3 thru 9, 2010. Go to <http://parade2010.pca.org/> for more information and a video.

Fall Fun Run

Tom Young

As a relatively new Porsche owner (I purchased my '87 924S in May 2009), I have been getting more and more involved in what it means to be a Porsche owner. I purchased my car on e-Bay (believe it or not) and it was quite an ordeal. But, it showed up and I've had a blast with it. I drive it every day. It has had some issues due to age and I had them quickly tended to, but I found out rather quickly that everything seems to cost more on a Porsche! But more importantly to me, I also found the thrill of driving it. I took it on a trip to NY in July for a family reunion and had a blast driving through the mountains in Pennsylvania. It was a great run, but I was alone.



Then came the Fun Run. It was a great function for me as I had never taken part in any rally in the past. We all got together at Lütteknic to start out. There were 911s, Caymans, Boxsters, a 356, my 924S and a 968 – 12 cars in all. After quickly getting split up trying to get out of town, we hit the country and the fun began. The weather was great and the country setting was awesome for the ride. We eventually got back together, just in time for the best part of the ride: through the country corners and all in a row. I was in the middle of the pack so I could see the line of Porsches both in front and behind. There was no one ahead of us, so we were able to keep up our cruising speed. It was a real thrill to blow through the country roads. Being with the other Porsche drivers, I got a feel for how hard I could push the car and it was great. When we finally reached our destination, I was ready for another run.

I've wanted a Porsche since my days in high school. My goal was to have my *first* Porsche by the time I was 30. It took until I was 45, unfortunately, but I'm glad that I never lost sight of my goal. I'll continue to restore it and take part in every ride I can. Next time I'll have a passenger to get some pictures during the ride. The message: Porsche makes a great driving car. No matter the model or year, they are designed to run.

How to Set Your Goals for High Performance Driving Training

Paul Oberdorfer

Whether it's your first DE or your 50th, setting goals for an upcoming event will make your experience even more fun, memorable, and rewarding. Once you have decided to attend a DE, set aside some time to jot down what you expect to achieve from the event personally. Just the act of writing it down helps you consider your goals. Your goals will obviously influence your interaction with the instructor and should be discussed with him/her before you venture onto the track. Below are a few common goals from student surveys:

- **Appreciate the capabilities of my machine**
This is the basis for PCA Drivers Education and is a modest goal for a first time student.
- **Be a better (safer) driver on the highway**
A simple by-product of any high performance driving event involving professional instruction.
- **Develop high speed/track driving skills**
Must be willing to accept the higher risk this entails in wear and tear and possible damage.
- **Improve above skills**
Be sure to let the registrar know your goals so that proper instructor matching can occur.
- **Become a club instructor**
Talk with your chief instructor, classroom work required.
- **Transition into racing in some form**
Your options are limited here since PCA does not emphasize racecraft; talk to chief instructor.
- **Check out new equipment on your car**
Especially applies to solo drivers, have a mechanic help if required; again not emphasized in PCA events.
- **Just get out with friends in the club...**

Again, these are just a few of your possible goals. Always feel free to contact anyone on the DE team to help you with ideas or suggestions. Be sure to debrief yourself after the event to see how well you did. This will set the stage for your next goal or set of goals.

It's Not About the Cars, It's About the People

Marco Estrada

I've been around VW's for most of my life. My Dad admired German engineering and loved VW's - he owned two or three of them in his lifetime. One of the neighborhood kids' father was a VW Master Mechanic at the local dealership. He used to tell stories of how great the cars were, and how he once drove his beloved Bug on only three cylinders for over 500 miles.

I learned to drive on a VW Variant (known as the Squareback in the USA). In high school, I drove my Dad's 72 Volkswagen Type 2 (T2), better known as the VW Microbus. As an adult, I've owned different types and brands of cars, but the one that has always been consistent has been - you guessed it - the VW. My wife and daughters have owned one each, and my son is on his third one.

When I reached a point in my life where I could move up a bit in the car world, my logical choice was to own an Audi. Make that two, an A4 sedan and a special ALMS Edition Misano Red TT, 225-hp turbo-four/six-speed combo, quattro AWD, with handsome 18-in. wheel-and-tire combo of which only 1000 were made.

By now you're probably saying, "Wait a minute, I thought the title of this article was 'It's Not About the Cars...!'" Well it's not just about the cars. See, all throughout the "change cars before changing tires" era of mine, the one thing that has been constant is the dream to one day touch/get in/pretend to drive/test drive/maybe even own a Porsche 911. Most of my closest friends have heard me say, "I'll own a Porsche 911 one of these days, if it's the last thing I do." Have you heard the phrase "mid-life crisis?" No, it's been a life-long obsession, and my dream came true about a year ago around the holiday season. I was finally going to own a Porsche 911. Not a brand new one, mind you, but a 911 nonetheless. Since I was about to become the third owner of this fine piece of German engineering, I had to ensure that all was in perfect order.

It is here where the people part comes in. I met John Kopp at Racewerks. I had heard of John's good reputation through Phil Grandfield whom I've met through work-related events. I wanted someone with experience, a good reputation, and integrity to look at what was finally going to become a long awaited reality. If a Naval Air Wing Commander who flew F-14's and F-18's off aircraft carriers can trust his Porsche to John, why wouldn't I?

John went over the car with a fine-toothed comb, checked what other 997's were selling for, and gave me his Ok. I asked him, "Is that it?" To which he responded, "These cars are built like tanks", and continued explaining the boxer engine, and other Porsche-positive engineering attributes.



I asked John if he would test drive the car to see if he could hear or feel anything abnormal, to which I believe he responded very nonchalantly, "If you insist." It was a rainy day; the roads around John's facility were wet and slick. John got in the car, and I was the passenger for the test. We held light car

conversation, talked about PCA, but before I could get to the next word, I felt the car come alive – and we were going fast! A forceful “pushing” sensation came from the rear-mounted engine that I had never experienced before. Suddenly, John took his hands off the wheel and slammed on the brakes. At no point did the car feel unsafe or uncontrolled, and it was apparent that John knew his stuff. I was impressed and unequivocally sold on the car.

I thanked John and just before I got in the car he said, “Now all you have to do is come out to the track with us”. I had no idea what John was really saying; I did not take it seriously. It seemed something I would not get involved with.

All I knew about driving fast was when I’d tear down the back roads in the TT thinking that the only difference between Marco Andretti and me was the last name, but after experiencing the test drive with John, it was evident that to fully enjoy this car I needed to upgrade my driving skills. Five months later I was at VIR.

How did I go from pre-purchase inspection to VIR in a Porsche 911? My new-found PCA friends convinced me to take my car to the track. It was not a simple pre-purchase inspection at the local repair shop - it was way more than that. It was the beginning of what has become a life experience surrounded by great people who share the same passion for everything Porsche. People like Mike Tungol coached me and showed me the ropes by patiently answering every question I had. Mike’s friendly and jovial personality along with his desire to help everyone out is a fine example of what PCA is all about. Mike has since become a mentor and dear friend.

At the track, everyone I met was more than willing to help, answer questions, and welcome me into the club. I met fun and friendly people and got a great, on-track instructor. I was hooked!

Fast forward to September’s DE at VIR. I envisioned leaving all other cars behind. I had a great time, but also learned several valuable lessons, including older and slower cars can and will blow by me. Secondly, I knew very little about performance driving. I was not the Marco Andretti I thought I was. Finally, I recognized the need for instruction, seat time, and continued practice in order to become a good and safe driver.

This should not be too hard, as before with support of fellow PCA members it is a lot easier than one may think. Take John Carey. I met John at dinner at VIR in September, and in late October he asked, “Do you want to take my Spec Boxster out on the track?” John is a mentor who is never short on advice, tips, instruction, or great conversation. He and Scott Leopold are two of a kind when it comes to motorsports. There are others who are just as great, like Alex Bell. Alex and I participated in what I believe is the only two-car fun run to Franklin on a nice Sunday morning, all because we did not pay attention to a time change for a club meeting. There are many other stories I could write about from the short eight months I’ve been a member of the club, but I will save them for another edition – so don’t think that I have forgotten about the rest of the great First Settlers people I have had the pleasure to interact with. See, it *is* about the people.



Newsletter and Photo Contributions to HO

Do you have car-related news items, stories, or photos to share? You are more than welcome to submit such items to be published in Horizontally Opposed. Email your text or photos to me by the 5th of the month prior to the date of the next issue (Feb. 5th for the March/April issue). My address is stuttgartpam@yahoo.com. And, thanks to Marco Estrada, Don Kinkade, Ed Merry, Paul Oberdorfer, and Tom Young for their stories and photos this issue!

Mark your Calendar

- Breakfast every Month
 - 1st Saturday - "West" area meets
 - 2nd Saturday - "East" area meets
- FSR Drivers' Ed at VIR
 - May 21-23, 2010
 - Sept 25-27, 2010
- Parade, July 3-9, 2010



2010 Board Members

Elected Officers		
President Dave Conklin 757-345-0772 mulligan92@cox.net		Treasurer Alex Bell 757-472-9567 bella@wbrinsurance.com
Central VP Bud Syme 804-539-2595 bsyme@telcomconsultinggroup.com		Central Assistant VP Donna Conklin 757-345-0772 patchworks92@cox.net
Eastern VP Dave McFaddin 757-817-2272 fadsbobo@verizon.net		Eastern Assistant VP Don Bryant 757-407-6471 dbryant61@cox.net
Appointed Officers		
Secretary & Archivist Phil Grandfield 757-635-0892 filthyf14@yahoo.com		Newsletter Editor Pam Michaels 757-689-8483 stuttgartpam@yahoo.com
Membership Kevin Pirkle 757-646-1919 kevin.pirkle@bdumail.com		
Appointed Chairs		
Driver's Ed John Kopp 757-427-0742 john@racewerks.net		DE Chief Track Instructor Paul Oberdorfer 757-439-0962 paulo@air-tite.com
DE Registrar George Michaels 757-689-8483 wham66@yahoo.com		DE Tech/Safety Chris Stanley 757-412-5243 cd_stanley@yahoo.com
Insurance Coordinator Donna Conklin 757-345-0772 patchworks92@cox.net		Webmeister Marco Estrada 757-240-0063 marco.t.estrada@gmail.com
Media/Public Relations Ted Ambrose tambrose@hickmanambrose.com		Charity Coordinator Josie Grandfield 757-635-0184 anurse47@yahoo.com
Advisor – Zone 2 Rep		
Tom Zaffarano	610-644-7588	tzaffarano@gmail.com